

The Sydney Morning Herald.

N. 18,536.

SYDNEY, THURSDAY, AUGUST 18, 1881.

PRICE 2d.

Births.

EDWARD.—August 14, the wife of C. Cothorn, Wagga, of twin (two girls); died shortly after birth.

COLLINS.—August 13, at her residence, 357, Harris-street, Ultimo, the wife of W. Collins, of 300.

BROWNE.—August 13, at her residence, Gammie, Stretton-street, Paddington, Sydney, the wife of John Bowes, M.L.A., of a son.

MARRIAGES.

DUGALD.—MADDRELL.—August 6, at St. Andrew's Cathedral, by the Rev. Dean Cowper, of Sydney. Paul, eldest son of Sydney Douglas, of Paddington, to Elizabeth, a young daughter of Mr. and Mrs. Maddrell, of Parramatta, Bradfield.

FRANCIS.—GODDARD.—August 5, by the Rev. Dr. Fullerton, William Henry Frost to Mary Ann Goddard, eldest daughter of Joseph and Jane Goddard, late of London.

Deaths.

ASHWORTH.—August 15, at Walsall, of rheum, Alfred William, third son of the Rev. J. Ashworth, aged 2 years and 7 months.

CROFT.—August 14, at his residence, Phillips-prest, Parramatta, John Ward, of Croydon, of 70.

DARLINGTON.—August 15, Thomas Sydney Long Davies, aged 10 years, grandson of the late Thomas Ware Smart, senior, Interred at Warwick cemetery.

GRIFFITH.—At his residence, Cheltenham, Elizabeth-tri, Alexander Long, aged 78 years.

LONG.—August 16, at his residence, Elizabeth-tri, Alexander Long, aged 78 years.

MQUADE.—August 17, at his late residence, 375, Sussex-street, Coogee, Sydney, of 80.

STEVENS.—August 16, at his parents' residence, King-street, New Town, Walter Louis Maitland, aged 10 years.

SWORD.—August 17, the residence of Evan Evans, Mr. Thomas Sward, late of Manning River, after a short but painful illness, aged 23 years.

A GENCE HAVAS, 8, Place de la Bourse, Paris.—AGENTS: 10, THE SYDNEY MORNING HERALD, 16, BALDI, 16, STANLEY MAIL, and the FICU, in France and Belgium.

ADVERTISEMENTS can be received and fees of the above news papers inspected.

London address: AGENCIE MITCHELL, 66, Gloucester-street.

Shipping.

PENINSULAR AND OCEANIC STEAM NAVIGATION COMPANY.

The Company's steamship services, with the Australian Government for the convenience of H. M. Mail, will be dispatched from Sydney as under: for SOUTHERN, VENICE, RIGA, RIGEN-DE, Egypt, India, China, and Japan, for all King-hang Co., Soud, Aden, and Mehemet.

Agents: T. G. H. HIND, 18, Pitt-street.

ROBERT M. SLOMAN'S LINE OF STEAMERS.

SYDNEY TO HAMBURG VIA LONDON, MELBOURNE, ADELAIDE, CAPE TOWN, LONDON, AND ANTWERP.

The splendid S. S. VICTORY, full-powered fast S.S. CATANIA, 14,000 tons register, M. J. Peterson, command, will sail periodically from TO-MORROW.

No cargo will be received except upon THIS DAY.

TO THE FAR EAST.—Sail on, 21st, to London and Courtney.—Sail on, 21st, to Steerage, 157.

ALFRED LAMBERT AND CO., Agents.

STEAM TO QUEENSLAND PORTS.

The S.S. COREA, Captain JAS. LOWRIE, will sail from Brisbane and Richmond River Company's Wharf on MONDAY, 21st, 1881.

BRISBANE.—1881, J. C. Balson, 21, 24, 26.

BOURARA.—252, 1881, W. H. Hobart, 20, 22.

DAKOTA.—252, 1881, W. H. Hobart, 20, 22.

HYDASPE.—284, 1881, W. H. Hobart, 20, 22.

VENETIA.—278, 1881, A. B. Howell, 20, 22.

YANKEA.—284, 1881, W. H. Hobart, 20, 22.

Three to Southport and London DIRECT, via Gallo.

From the Company's Wharf at Circular Quay.

The general rates of passage have been greatly reduced. Larger reductions are made in favour of families and large parties.

SPECIAL RETURN TICKETS to Europe are now issued at special rates.

N.B.—No third-class or steerage passengers are carried.

For all information apply at the Company's Office, 247, George-street.

COOPER KIRTON, Agent.

Sydney, August 10, 1881.

Wool received at Flood and Co's.

PACIFIC MAIL STEAMSHIP COMPANY.

TO PASSENGERS DESIROUS OF AVOIDING THE HEAT AND DISCOMFORT OF THE RED SEA.

OVERLAND ROUTE TO GREAT BRITAIN, THROUGH AMERICA.

Under contract with New South Wales and New Zealand.

1881.

The magnificent steamers of this line leave Sydney for San Francisco (calling at Auckland, New Zealand) every fourth THURSDAY, at 8 p.m., as under:

Steamer. Tons. Date. Date of Sailing.

KAIRAN-I-HIND 4023 J. C. Balson, 21, 24, 26.

ROBERT M. SLOMAN'S LINE OF STEAMERS.

SYDNEY TO HAMBURG VIA LONDON, MELBOURNE, ADELAIDE, CAPE TOWN, LONDON, AND ANTWERP.

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Carrying passengers and cargo at reduced rates, Sydney, 1881, 21, 24, 26.

VENETIA, and a Steamer to be named with S.S. TRAGUNIA, so that cargo can be booked through to

DUNEDIN, PORT DOUGLAS, and NORMANTON.

For all particulars of freight and passage apply to JAMES BURNS, Macquarie-place.

FREDK. W. JACKSON, 26, Pitt-street.

STEAM TO AUCKLAND AND ALL NEW ZEALAND PORTS.

The Al steamship.

GLENELG, Samuel Nicholson, commander, will be dispatched from Sydney.

TO ADELAIDE, on SATURDAY, AUGUST 20, at noon.

From the Wharf.

JOHN WHITE, Secretary.

Company's Wharf, Sussex-street.

CLARENCE AND RICHMOND RIVERS STEAM NAVIGATION COMPANY'S STEAMSHIPS.

NEW ENGLAND, for GRAFTON, SATURDAY NIGHT, at 9.

CLARENCE, for GRAFTON, TUESDAY NIGHT, at 9.

ROCKHAMPTON, for KEMPSTON, SATURDAY NIGHT, at 9.

W. H. MACLEOD, 18, Pitt-street.

STEADY.—TO ULSTER.—TUESDAY, AUGUST 20, at noon.

For freight apply to COOPER KIRTON, Agent.

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KAIRAN-I-HIND 4023 Sept. 26, 1882.

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FREDK. W. JACKSON, 26, Pitt-street.

STEAM TO NEWCASTLE FROM SYDNEY.

TO NEWCASTLE, TUESDAY NIGHT, at 11, the MAITLAND.

ON SATURDAY NIGHT, at 11, the MAITLAND.

On MONDAY NIGHT, at 11, the MAITLAND.

Cargo for the Maitland forwarded to NEWCASTLE, TUESDAY NIGHT.

From the Wharf, 1881, 21, 24, 26.

JOHN WHITE, Secretary.

Company's Wharf, 1881, 21, 24, 26.

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raising such questions upon motions for adjournment, however, is here apparent. An ex parte statement is made, some sort of reply to it is offered, and then the House decides either that it will adjourn or that it will not, leaving important questions of private character or public conduct that may have been raised unanswered. When a case of this kind is urgent enough to bring before Parliament with the fulness and circumstantiality shown in this instance, it is urgent enough to be made the subject of a motion for inquiry, so that justice may be done to all parties. The ATTORNEY-GENERAL promised that the particulars of the late inquiry should shortly be laid before Parliament, and described the affair as a mere dispute between two teachers who were jealous of each other. There is, however, as we have already pointed out, a great deal more at stake than the disputes and ill-feeling between these two teachers; and it can hardly happen that the minutes of an inquiry into that particular matter will meet the wider demand for information which the course of events in this case has created.

From remarks made in the debate last night it appeared that several members of the Assembly have received letters bearing upon the affairs of the Crown-street school. It was argued that the transfer of control from the Council to a Minister has the advantage of increasing the responsibility of the administration of the Public Instruction Act. Ministers are brought face to face with the House, and can be called upon to answer directly for what is done, instead of having a Board or Council to shield them. Admitting that this may be an advantage, it is not hard to see that there are also some serious attendant dangers which it would be well to guard against. This direct relation between the administration of the Act and the Parliament may be abused, if every quarrel between jealous teachers, every grievance felt by teachers dissatisfied with their position or treatment, and every complaint made by scholars to parents, is to be communicated to members of Assembly, and thereby made the subject of debate in the House, or of private representations by members to Ministers, the time may come when we shall regret the loss of an independent Board or Council. It is true that a Council may in some sense shield the Government from responsibility; but it is also true that a Council may shield the administration of the law from the pressure of personal interest, backed up by political influence.

One of the most remarkable features of the nineteenth century is the movement of population from one country to another, both for purposes of travel and permanent settlement. Only six centuries ago a large portion of the peasantry of England were *descripti glebae*, fixed to the soil, and like the live stock along with the land they had to cultivate. At that time the whole of the three kingdoms did not contain two millions of people. The Domesday Book of the Conqueror in 1086 had only 283,000 names inscribed as heads of families in England, and that is the only means of ascertaining the population at the commencement of authentic British history. In 1805 that population of about one million had grown into not more than five and a half millions, according to the authorities cited by MACLAULY, and the addition of Ireland and Scotland would not probably raise the total to more than eight million souls. In 1801 it was found by actual enumeration that the three kingdoms contained 15,896,412, of whom Ireland had nearly five and a half millions, a larger population absolutely than she has at the present time. It seems almost incredible that within the short space of eighty years these sixteen millions have expanded into thirty-nine millions within the United Kingdom, that a new Anglo-Saxon nation of fifty millions has sprung into existence on the American continent, with a British dominion of five millions by its side, and that nearly three millions more have been located on those remote Australian lands which were scarcely dreamt of as the home of the settler eighty years ago. From WILLIAM of Normandy to WILLIAM of Orange the increase for the three kingdoms was probably about fourfold in a period of six hundred years; from the Revolution of 1689 to the union of Ireland with Great Britain in 1801 the increase was twofold in less than a century and a quarter; and for the last eighty years it has been more than twofold, notwithstanding the constant drain of immigration to new lands which is characteristic of the present century.

At the beginning of the century the United States numbered only a little over five millions of all races, including nearly a million slaves. Now they have risen to ten times that number, with not one slave in their whole territory of four million square miles. The great exodus westwards from Europe did not begin on a large scale until the commencement of the last half-century, within which period some 12,000,000 have sought a home on the shores of the new world. The largest number of alien passengers who arrived in the States during any one year was 483,867, and that was for the year ending on the 30th of June, 1880. Hitherto it has been the policy of America to attract immigrants by a liberal homestead law, and some of the States have granted exemption from the land tax to certain classes of immigrants for a term of ten years for the purpose of accelerating settlement on the waste lands of the Republic. The last intelligence is that immigrants from the United Kingdom are now arriving in New York in such large numbers that the Commissioners in that city are suing shipowners for one dollar per head for every immigrant they introduce, not as a check upon immigration so much as a contribution towards providing suitable accommodation for the immigrants upon arrival, pending their distribution throughout the country. A dollar per head will not add much to the passage-money, nor is it likely that Americans are beginning to fear over-population with only 13 people to the square mile against 289 to the square mile in England and Wales, 481 in Belgium, 235 in Italy, 201 in Germany, and 183 in France. Against the nationality of the arrivals from Europe they have never yet raised objection, although within the period named they must have had more than three million Germans and about four millions from Ireland. It is the boast of thorough Republicans that whatever may be the origin of their citizens, they are fused into one national type of character in a single generation, and that old-world prejudices, ignorance, superstition, and subservience to hereditary rules die out in the atmosphere of a common school and free political life. They have not yet reckoned that boast, and apparently the

front people, inhabiting the biggest country, continue to be the most attractive to the surplus population of Europe.

What chance has Australia as a competitor for European muscle and brain? In the estimation of the agricultural labourer, the artisan, the farmer, the small capitalist who may be looking to new lands for better livelihood, distance lends no enchantment to the view; and if it did, the difference in cost between a voyage to Australia and one to America would disillusionize the most romantic. To bring half a million immigrants per annum from the United Kingdom to Australia at existing rates would cost about seven millions sterling more than that number are paying for the voyage from Liverpool to New York during the present year, a difference large enough in itself to give a small colony the means of a decent start in life. Time, however, will be on our side. Invention in machinery and discoveries in the application of natural forces and motive power are constantly reducing the length and the expense of a voyage. Already Sydney and London have been brought within forty days of each other by steam navigation, and there are projects in the air for overland railways which must assume definite shape on *terra firma* before long. Then colonization of the Australian continent will proceed from all sides, instead of only from the eastern seaboard, to meet eventually on the great central plains. After that there will be Africa to colonize, with its primeval forests, mighty rivers, vast tropical lakes, magnificent soil, and rich but hitherto hidden mineral treasures. Never will the tide of emigration ebb until it has swept over every land and placed the resources of the entire globe at the command of mankind. It began at the foot of the Aryan mountains in the twilight of the mythical age. It spreads southwards to China, India, Persia, Arabia; and westwards across the Ural mountains, the German forests, the classic lands of Greece and Italy; onwards over Spain, Gaul, Britain; still on over the wide Atlantic, across the new continent to the shores of the Pacific, where it is beginning to meet the Mongolian exodus eastwards, that started from the same tablelands in remote antiquity, and after resting in equilibrium for so many centuries between the Himalayas and the Pacific, is moving onwards once more. What the goal of mankind is to be only the future can reveal; but those who labour for the right can afford to hope and believe the best.

Colonel SCRATCHLEY has gone to King George's Sound to make a special report on the defences that would be suitable for that place. Such an investigation is a necessary preliminary to the negotiations that will obviously follow as to the cost of the work to be undertaken. The first thing to be ascertained is, what will be the probable expenditure. All the naval authorities are agreed in considering this harbour an important one. It lies at the south-west corner of Australia, and commands the route to India, as well as the track of outward bound vessels. Unfortunately, it is badly placed for the commerce of Western Australia. If it had been the chief business port of a flourishing colony, there would have been no more trouble in arranging for its fortifications than in Sydney or Hobart. But it is a port practically without commerce, and yet useful as a place of call. Commercially considered, its importance has been rather on the decline, because it is not used as a coaling station to the same extent as formerly. Two years ago the mail steamers were obliged to coo up there; but now the compound engines have resulted in such an economy of fuel, that steamers can run from end to end of their journey without replenishing their bunkers. But though as a mercantile coaling station of less value than before, it is more important than ever as a naval coaling station and as a port of rendezvous in case of war. No general scheme of Australian defence would be complete which omitted King George's Sound; but it has never yet been definitely investigated as to how much defensive armament is necessary. This duty Colonel SCRATCHLEY is now commissioned to undertake; and when his report is received it will be a matter for consideration as to who shall undertake the work, and the cost of original construction and subsequent maintenance shall be divided.

The return respecting the foreign postal services which has just been issued by the Government at the instance of Mr. W. FORBES should be of some use in guiding Parliament when future postal contracts have to be submitted for approval. It deals only with the letters forwarded and received by each route, and with the revenue received from them by the Governments of New South Wales and the United Kingdom respectively. Newspapers and parcels are left out of the account, and nothing is said on the cost of the services to the Government, or to the public either individually or collectively. With the exception of these omissions, the facts give a fair representation of the value of each service to this colony and to our correspondents in equal proportion elsewhere.

The total number of letters sent and received by all the routes last year was 1,145,184, yielding a gross revenue of £21,798 to New South Wales, and £3,553 to the United Kingdom. That gives a rate of 4d. per letter to the New South Wales Treasury, and nearly 1d. per letter to the English Treasury, on all the correspondence of the year. By the San Francisco route 700,249 letters were carried, or 61 per cent. of the whole, for an average revenue per letter of nearly 4d. to New South Wales and nearly 1d. to England. The P. and O. service carried 338,055 letters, or 29 per cent. of the whole, yielding 5d. per letter to New South Wales, and nearly 1d. per letter to England. The Torres Straits route commanded only 11,301 of the correspondence, less than 1 per cent., with a revenue of 4d. and 1d. per letter to New South Wales and England respectively. The subsidized Orient line carried 94,532 letters, or 8 per cent. of the whole, and yielded 4d. and nearly 1d. per letter respectively to the New South Wales and English Governments, besides giving a fortnightly service, averaging about six weeks, between London and Sydney. The bulk of our correspondence is still by way of San Francisco, as the Government naturally give their subsidized line the preference where the choice is left with them, and for the majority of our people the saving of a few days is not worth the difference in postage by the quicker routes. But it is clear the age of heavy mail subsidies is over, and the time is not distant when a regular weekly forty-day service between London and Sydney will not only be possible, but also self-supporting, in the ordinary course of trade.

NEWS OF THE DAY.

That which but a day or two ago seemed improbable, if not impossible, in regard to the Irish Land Bill, has been accomplished. The two Houses of the Imperial Legislature have made mutual concessions, have passed the bill, and it only awaits the Royal assent to become law. Both the Peers and the Commons declared their determination to maintain a firm attitude. We shall have to wait patiently for detailed information as to the alterations that have been made in the measure since it was first presented to the Peers; but in the light of present information it would appear that the Lower Chamber has been the more accommodating of the two in the direction of a compromise. The Marquis of Salisbury accepts the bill as finally passed by the Commons, but throws upon that House any odium of that which may attach to the new law.

The Western Australian telegraph line was interrupted all yesterday. The break occurred early in the

morning, before the whole of our telegraphic summary of European and Eastern news, brought by the R. M. S. *Leokha*, via Galle, was through.

The attention of the Legislative Council was directed, during the whole of yesterday evening to the Chinese Restriction Bill, the second reading of which was moved by Sir John Robertson, immediately on the assembling of the House. The discussion was taken part in by several members, and lasted until nearly half past 10 o'clock, when it was adjourned until this evening on the motion of Mr. Darley. It is understood that the resumption of the debate will take precedence of all the other business on the paper.

A small portion of the time of the Legislative Assembly yesterday was occupied with the discussion of the circumstances attendant upon an inquiry recently held by the Public Instruction Department in reference to the conduct of Mr. Leoney and Mrs. Wardwell, the head master and house mistress of the Crown-street Public school. After several hours of discussion the motion for the adjournment was negatived, the only fruit of it being a promise from the Government to inquire into the matter, and lay the papers before the House the promise that was made at the very commencement of the debate. Mr. Wisdom, having obtained leave, brought in a bill to provide for the summoning, attendance, and examination of witnesses before either House of Parliament, or any committee thereof. The bill, which is a transcript of the clauses relating to the same subject in the Parliamentary Privileges Bill of two sessions ago, was read the first time, however, will be on our side. Invention in machinery and discoveries in the application of natural forces and motive power are constantly reducing the length and the expense of a voyage. Already Sydney and London have been brought within forty days of each other by steam navigation, and there are projects in the air for overland railways which must assume definite shape on *terra firma* before long. Then colonization of the Australian continent will proceed from all sides, instead of only from the eastern seaboard, to meet eventually on the great central plains. After that there will be Africa to colonize, with its primeval forests, mighty rivers, vast tropical lakes, magnificent soil, and rich but hitherto hidden mineral treasures. Never will the tide of emigration ebb until it has swept over every land and placed the resources of the entire globe at the command of mankind. It began at the foot of the Aryan mountains in the twilight of the mythical age. It spreads southwards to China, India, Persia, Arabia; and westwards across the Ural mountains, the German forests, the classic lands of Greece and Italy; onwards over Spain, Gaul, Britain; still on over the wide Atlantic, across the new continent to the shores of the Pacific, where it is beginning to meet the Mongolian exodus eastwards, that started from the same tablelands in remote antiquity, and after resting in equilibrium for so many centuries between the Himalayas and the Pacific, is moving onwards once more. What the goal of mankind is to be only the future can reveal; but those who labour for the right can afford to hope and believe the best.

The public will be glad to hear that the health of the Premiers (Sir Henry Parkes) is improving, but in accordance with the advice of his medical attendant he will abstain for some little time from taking an active part in the business of Parliament.

We understand the Government have appointed and proclaimed eight more school districts under the Public Instruction Act, Nos. 52 to 59 inclusive, all being situated in the Murray River district.

In the Supreme Court yesterday, the case of *Dwyer v. Lierman* was finished, the jury returning a verdict for the plaintiff with £70 7s. 5d. damages. After that case was concluded, the Chief Justice sat in the Banco Court, and M. Guine v. Cowley, an action on a building contract, was opened and adjourned until to-day. In the Jury Court, Sir William Manning sat until Kennedy v. Sutherland was over, the jury finding for the plaintiff. Mr. Justice Windeyer then took his place on the bench in the Jury Court, and the case of *Leyman v. Watson* and others for a libel in the *Sydney Daily Telegraph* was begun and adjourned until to-day.

Hyde Park is being ornamented as far as practicable with flower beds. The work has been proceeded with to a considerable extent, but has been confined to the south-eastern portion of the park, and it can only be extended gradually because the cost of iron railings for surrounding the beds falls rather heavily on the trustees' funds. At the last meeting of the trustees Mr. Charles Moore, of the Botanic Gardens, suggested that efforts should be made to dispense with the railings, and to educate the public to abstain from injuring the flowers. Some time ago in London similar suggestions were made in regard to Regent's Park, Hyde Park, and other large reserves, but were not generally accepted, it being maintained that injury to plants would result from their being carried into effect. Subsequently, however, they were adopted, and it was found that the cost of the work was rarely incurred. The first thing to be ascertained is, what will be the probable expenditure. All the naval authorities are agreed in considering this harbour an important one. It lies at the south-west corner of Australia, and commands the route to India, as well as the track of outward bound vessels. Unfortunately, it is badly placed for the commerce of Western Australia. If it had been the chief business port of a flourishing colony, there would have been no more trouble in arranging for its fortifications than in Sydney or Hobart. But it is a port practically without commerce, and yet useful as a place of call.

Colonel SCRATCHLEY has gone to King George's Sound to make a special report on the defences that would be suitable for that place. Such an investigation is a necessary preliminary to the negotiations that will obviously follow as to the cost of the work to be undertaken. The first thing to be ascertained is, what will be the probable expenditure. All the naval authorities are agreed in considering this harbour an important one. It lies at the south-west corner of Australia, and commands the route to India, as well as the track of outward bound vessels. Unfortunately, it is badly placed for the commerce of Western Australia. If it had been the chief business port of a flourishing colony, there would have been no more trouble in arranging for its fortifications than in Sydney or Hobart. But it is a port practically without commerce, and yet useful as a place of call.

The Age gives the following report of the inquest on the body of Baron von Donop, who was found, on Sunday afternoon, in the Botanic Gardens, Melbourne, in what was supposed to be a fit, and died before medical assistance could be rendered. The following evidence was taken:—Henry B. Leach, residing at Mittagong, waiting the arrival of the No. 14 goods train was standing in the station road at Mittagong, waiting the arrival of the No. 14 goods train from Goulburn, when the night porter and the guard, having their suspicions aroused by seeing a corner of one of the sheets untied, closely examined the trucks, when they found another sheet in the same condition. Lifting up the sheet they saw a man in the truck. At this moment the signal was given to start, and the man jumped out of the truck, and ran off. He was pursued, but could not be overtaken, and nothing more was seen of him that night. Next morning, however, a dead body was found lying on the rails close to the same spot, and it was concluded to be that of the man who had been seen in the truck the night before. The supposition is that he returned to the train and got into another of the trucks. In the course of shunting some of the trucks were left behind, and it is presumed that being in one of these he was leaving it, and endeavouring to get on to one of those which were attached to the engine, when he was knocked down and run over. The body was identified as that of Gavin Henderson, who had been a contractor and was living at Jindra, where he has left a widow and five children. He was about 40 years of age. As to the manner of death this was evident. One set of wheels appear to have passed over the chest, and the body had evidently been dragged about 24 feet, but was not much mangled. The object of the deceased in getting into the trucks is concluded to have been to obtain a passage free of cost.

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The Age gives the following report of the inquest on the body

Auction Sales.

ORDER OF SALE.
BY ORDER of the TRUSTEES of the ESTATE of the late EDWARD BENNETT, Esq.

CITY AND SUBURBAN PROPERTIES
to be
SOLD BY AUCTION,
at the Rooms, Pitt-street,
TO-MORROW, FRIDAY,
at half-past 11 o'clock prompt.

GEORGE-ST. NORTH
Less for 28 years of Block of Land, George-street, west side, between Charles-street and Pitt-street.

PRINCE ALFRED
A very desirable Residence, No. 3, Alfred-terrace, No. 418, Castlereagh-street, with a fine frontage to the street.

NORTH SHORE
Five Acres of land, fronting the Northway Road and the head of Long Bay.

SOUTH KINGSTON
Splendid Corner Block of land Building Land, Library and Cavendish streets, and the main road, with a frontage to the Newstead Railway Station.

HANDWICK
Grand Villa Site, 1 acre 3 perches, in Alfred-terrace, opposite the residence of J. Weston.

HANDWICK
Choice Corner Block of Land, 1 acre 11 perches, with William-street, at their junction with Handwick Road, and overlooking the grounds attached to the residence of J. Weston.

WATERLOO
Goldstone-street, north side, west of Elizabeth-street, south side, of Eastwood-street, typical of the early days of Leichhardt, rent of adjoining houses.

NORTH SHORE
17 shored Villas, each half an acre, a portion of the original land, overlooking North Bay, Leichhardt.

ST. LEONARDS
Beautifully situated Building Site, 1/2 acre, section 1, Leichhardt, opposite Macquarie-street.

GLASS POINT
Two stone Houses on Ferry Road, of Glass Point.

NEWTON
A portion of Land, lots 125 to 178, Pitt-street Estate, fronting Campbell-street.

SCARBOROUGH
ESTATE.

WILLOUGHBY
Block of Land, lots 5 to 7 and 26 to 32, section 3, South Scarborough Estate, Botany Bay, adjoining Sandringham.

CAMPBELL HILL
ESTATE.

GRANGE-STREET
Farm, 11 acres, in area 8 acres, more or less, fronting a road off Dwyer Road.

GRANGE-STREET
Block of Land, 1/2 acre, 2 sections 1, area 7 acres 14 perches, on Lycett Road.

GRANGE-STREET
RICHARDSON and WRENCH.

GEORGE-STREET
CHARLOTTE-PLACE and ESSEX-STREET.

GRANGE-STREET
overlooking the Rooms.

GRANGE-STREET
with a good depth extending to the rear, in which it has 24 feet frontage, on which are TWO SHOTS, Nos. 227 and 229, George-street.

GRANGE-STREET
A very valuable and centrally situated Block of CITY BUILDING LAND, fronting George-street, between Charlotte-place and Essex-street.

GRANGE-STREET
It is a nice Site for Two Small Shops and Dwellings. The buildings upon the land have been condemned by the City Council.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on FRIDAY, 18th AUGUST, at 11 o'clock.

The lease for 25 years of the above described site is GRANGE-STREET NORTH.

Full particulars of the lease, &c., may be obtained at the Rooms.

GRANGE-STREET
HALMAN, overlooking Johnston's Bay.

GRANGE-STREET
in BRAIDWOOD-STREET, adjoining the residence of Captain Bedford, near STEPHEN-STREET FERRY.

GRANGE-STREET
ALLOCATION of LAND, DUNNELL-STREET, at the rear of the above.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on FRIDAY, 25th AUGUST, at 11 o'clock.

The lease for 25 years of the above described site is GRANGE-STREET.

GRANGE-STREET
GEORGE-STREET.

Government Notices.

Department of Public Works, Building Branch, Sydney, 18th August, 1881.

GOVERNMENT RAILWAYS.

PARMAMATTA RACES, 20th AUGUST, 1881.

NOTICE is hereby given that on the above date SPECIAL TRAINS will leave Sydney for Parramatta at 11:30 a.m., 11:50 a.m., and 12:30 p.m., returning from Parramatta after the races, as required.

CHAS. A. GOODHAR, Commissioner for Railways.

Department of Public Instruction, Sydney, 18th August, 1881.

TENDERS FOR PAINTING AND OTHER IMPROVEMENTS.

TENDERS are invited for Painting and other Improvements to the Public School premises, at Glebe.

TENDERS are invited for the Supply of Pictorial Instruction, Sydney.

Tenders, endorsed "Tenders for Painting, etc. Glebe Public School," must be lodged with the Secretary, General Post Office, Sydney, not later than 10 o'clock a.m., on MONDAY, 21st August, 1881.

The Minister does not bind himself to accept the lowest or any tender.

JOHN ROBERTSON, General Post Office, Sydney, 18th August, 1881.

A TELEGRAPH OFFICE was OPENED on the 4th instant at SAIT CREEK.

F. B. SUTTOR, General Post Office, Sydney, 18th August, 1881.

A TELEGRAPH OFFICE was OPENED on the 8th instant at HARDEN.

F. B. SUTTOR, Department of Lands, Sydney, 18th August, 1881.

LAND AND SCAFFOLDING.

NOTICE is called to a SALE of CROWN LANDS to be held at the Land Office, Hayter, on the 14th September, 1881, comprising lands, country, creek, paddocks, &c., Nos. 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 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